

## Section 3 SUBDIVISION DESIGN STANDARDS

### 3.1 ADEQUATE PUBLIC FACILITIES POLICY

The land proposed for subdivision must be adequately served by essential public facilities and services. These services include street access, water, waste water disposal and off-site drainage. No plat or replat may be approved unless it conforms to this policy and its standards. This policy may be further defined and supplemented by other ordinances adopted by the city. There is an essential nexus between the demand on public facilities systems created by a new development and the requirement to dedicate rights-of-way and easements and to construct capital improvements to offset such impacts.

- 1) Street Access – All platted lots must have direct access to a public street or roadway, private street or an approved public way.
  - a. Except for lots which gain access from an approved cul-de-sac, all subdivisions must have two means of access or approach, which must be connected via improved roadways to the city's improved thoroughfare and street system. Where development phasing or constraints of the land prevent the provision of a second, separate means of access, the city may accept a temporary street connection, or a median divided street or entry to satisfy this requirement. Requirements for dedication of rights-of-way and improvement of approach roads may be increased depending upon the size or density of the proposed development, or if such need is demonstrated by a traffic impact analysis.
- 2) Water – All platted lots must connect to an approved water system which is capable of providing water for health and emergency purposes.
  - a. Except for lots along an approved cul-de-sac, all lots must be provided service connections from a looped water main providing water flow from two directions or sources.
  - b. Design and construction of a water source on the site shall be in accordance with applicable regulations of the Texas Commission on Environmental Quality (TCEQ).
  - c. Water service must be sufficient to meet the fire flow requirements of the proposed development, except where a suitable alternative means of fire protection is approved by the city's Fire Chief.
  - d. The city may accept development phasing, development restrictions, and/or the construction of improvements to maintain adequate fire protection.
- 3) Waste Water – All platted lots must be served by an approved means of waste water collection and treatment.
  - a. On-site waste water treatment systems, and on-site pretreatment of industrial waste, are permitted only with approval of the City and the appropriate authority in Collin or Hunt counties.
  - b. The projected waste water discharge of a proposed development shall not exceed the capacity of the waste water system.

The city may accept the phasing of development and/or improvements to the system so as to maintain adequate waste water capacity.

- 4) Drainage – Increased stormwater runoff attributable to new development must not exceed the capacity of the downstream drainage system or adversely affect adjoining property. Where the projected runoff would exceed capacity, the city may accept the phasing of development, the use of control methods such as retention or detention, and/or the construction of offsite drainage improvements as a means of mitigation.

## 3.2 BLOCKS AND LOTS

### 3.2.1 BLOCKS

The length, width and shapes of blocks shall be determined with due regard to:

- 1) Provision of adequate building sites suitable to the special needs of the type of use contemplated.
- 2) Zoning requirements as to lot sizes, setbacks and dimensions.
- 3) Needs for convenient access, circulation, control and safety of street traffic and for pedestrians or bicyclists traveling to a public park or school site within the neighborhood.
- 4) Intersecting streets shall be provided at such intervals as to serve cross-traffic adequately, to provide adequate fire protection, and to conform to customary subdivision practices. Where no existing subdivision or topographical constraints control, block lengths shall not exceed one thousand two hundred (1,200) feet in length. Where no existing subdivision or topographical constraints control, the block lengths shall not be less than three hundred (300) feet in length. Cul-de-sacs shall not exceed 600 feet in length. However, in cases where physical barriers or property ownership creates conditions where it is appropriate that these standards be varied, the length may be increased or decreased in accordance with the variance procedures set forth in Section 1.9.

### 3.2.2 LOTS

Lots shall conform to the minimum requirements of the established zoning district.

- 1) Each lot shall front onto a dedicated, improved public street unless platted as an approved private street subdivision in accordance with this Ordinance (see Section 3.6). Lot width and access shall conform to the provisions of the City of Farmersville's Zoning Ordinance, Comprehensive Plan, and any other applicable City code or ordinance. Lot access onto highway, arterial and collector streets is subject to approval by the City Council, which may require a traffic study or other information prior to approval of the preliminary plat in order to fully study all access issues. In all cases, lots shall meet the minimum frontage requirements in Subsection 6 below.
- 2) Irregular-shaped lots shall have sufficient width at the building line to meet lot width and frontage requirements of the appropriate zoning district, and shall provide a reasonable

building pad without encroachment into front, side or rear yard setbacks or into any type of easement. Also, the rear width shall be sufficient to provide access for all necessary utilities, including access for driveways and solid waste collection when alleys are present. In general, triangular, severely elongated or tapered, flag or panhandle lots shall be avoided, and the City reserves the right to disapprove any such lot which, in its sole opinion, will not be suitable or desirable for the use intended.

- 3) Side lot lines shall be at ninety-degree angles or radial to street right-of-way lines to the greatest extent possible. The City reserves the right to disapprove any lot which, in its sole opinion, is shaped or oriented in such a fashion as to be unsuitable or undesirable for the use intended, or which is not attractively or appropriately oriented toward its street frontage.
- 4) Double frontage lots shall be avoided, except where they may be essential to provide separation of residential development from traffic arterials, as defined in Section 3.4, or to overcome a specific disadvantage or hardship imposed by topography or other factors. Where lots have double frontage, building setback lines shall be established for each street side, and rear yard screening shall be provided in accordance with Section 3.11. Residential lots shall not back onto any residential street or collector street within a residential area or neighborhood.
- 5) Building Lines -- Front and street side building lines shall be shown on a concept plan and on any type of plat for all lots, and shall be consistent with the Zoning Ordinance requirements for the district in which the development is located, if subject to the City's zoning regulations and with any other applicable City ordinance.
- 6) **Frontage on Public Streets and Cross Access--** The subdivision shall be designed to provide adequate emergency access for public safety vehicles. Each residential lot in the subdivision shall have a minimum thirty (30) feet of frontage on a dedicated street and, except in the Central Area zoning district, each multi-family and non-residential lot shall have a minimum of one hundred (100) feet, or as required by the applicable zoning ordinance, unless other provisions have been authorized through planned development approval or the grant of a variance. When adjacent to an existing or planned median divided street, all lots shall have access to a median opening, either directly or through a shared cross access easement between it and adjacent properties.

### 3.3 MONUMENTS

#### 3.3.1 PLACEMENT OF MONUMENTS

In all subdivisions and additions, monuments shall be established at the corner of each block in the subdivision consisting of an iron rod or pipe not less than five-eighths inch (5/8) in diameter and twenty-four inches (24") deep, and set six inches (6) below the ground surface. Lot corner monuments shall be placed at all lot corners except corners which are also block corners, consisting of iron rods or pipes of a diameter of not less than one-half inch (1/2) and eighteen inches (18) deep, and set flush with the top of



the ground. In addition, all curve points in right of way lines shall be monumented by 5/8 diameter rods, twenty-four inches (24) deep, set six inches (6) below the ground surface. Each block corner monument shall include a cap with the surveyor's name and registration number attached to it. All block corners shall be installed prior to the final inspection of the subdivision by the City. Lot corners shall be installed prior to issuance of a building permit.

### 3.3.2 VERTICAL CONTROL

At least one corner of a subdivision that is being developed or re-developed within the City's corporate limits or ETJ shall be tied to the City's approved vertical control monumentation. Details regarding the City's vertical control monumentation are contained in Appendix 1 attached hereto and incorporated herein by reference for all purposes allowed by law. The Developer shall also establish two (2) permanent monuments per development (at points approved by the City Engineer) that shall be tied to the City's approved vertical control monumentation.

## 3.4 STREETS AND ALLEYS

### 3.4.1 STREET DESIGN

The arrangement, character, extent, width, grade, location and construction of all streets shall conform to the City of Farmersville's Thoroughfare Plan as well as the Design Manual and Standard Construction Details, and shall be considered in their relation to existing and planned streets or driveways (whether within the City of Farmersville, within its ETJ area, or within adjacent municipal or County areas), to topographical conditions, to public safety, and in their appropriate relation to the proposed uses of the land to be served by such streets. Reserve or residual strips of land controlling access to or egress from other property, or to or from any street or alley, or having the effect of restricting or damaging the adjoining property for subdivision purposes, or which will not be taxable or accessible for improvements shall not be permitted in any subdivision unless such strips of land are required by the City in the public interest (such as to enhance public safety or other public interest). All streets shall be constructed in accordance with the City's Design Manual and Standard Construction Details.

### 3.4.2 ALLEYS

No alleys shall be required. If provided or constructed by the developer, alleys shall conform to the adopted Design Manual and Standard Construction Details.

### 3.4.3 ADEQUACY OF STREETS AND THOROUGHFARES

- 1) Responsibility for Adequacy of Streets and Thoroughfares -- The property owner shall assure that the subdivision is served by adequate streets and thoroughfares, and shall be responsible for the costs of all rights-of-way and street improvements adjacent to the development, in accordance with the following policies and standards, and subject to the City's cost participation policies on oversized facilities.
- 2) General Adequacy Policy -- Every subdivision shall be served by improved streets and thoroughfares adequate to accommodate the vehicular traffic to be generated by the

development. Proposed streets shall provide a safe, convenient and functional system for traffic circulation; shall be properly related to the City's Thoroughfare Plan, road classification system, Comprehensive Plan and any amendments thereto; and shall be appropriate for the particular traffic characteristics of each development.

- 3) Road Network -- New subdivisions shall be supported by a road network having adequate capacity, ingress/egress, and safe and efficient traffic circulation. The adequacy of the road network for developments of one hundred (100) or more dwelling units, or for developments generating five thousand (5,000) or more "one-way" trips per day, or for developments involving collector or arterial streets not appearing on the City's adopted Thoroughfare Plan, or where deemed required by the City Engineer, shall be demonstrated by the preparation and submission, along with the concept plan or preliminary plat application, of a traffic impact analysis. The traffic impact analysis shall be prepared in accordance with Section 3.5. below. The traffic impact analysis shall take into consideration the need to accommodate traffic generated by the development, land to be developed in common ownership and other developed property. If the property to be developed is intended as a phase in a larger development project, or constitutes a portion of the land to be ultimately developed, the City Council may require a demonstration of the adequacy of the road network pursuant to this Section for any or all additional phases or portions of the property as a condition of approval for the proposed concept plan or plat. If the applicant submits a traffic impact analysis for an entire phased development project, the City may require an update of the study for later phases of the development. If the concept plan or plat conforms with the Thoroughfare Plan and if the concept plan or plat is for a development of less than one hundred (100) dwelling units or for a development generating less than five thousand (5,000) "one-way" trips per day, then a traffic impact analysis may be required at the discretion of the City Engineer.
- 4) Off-Site Improvements -- Where a traffic impact analysis demonstrates the need for such facilities, the property owner shall make such improvements to off-site collector and arterial streets and intersections as are necessary to mitigate traffic impacts generated by the development or related developments.
- 5) Dedication of Right-of-Way -- The property owner shall provide all rights-of way required for existing or future streets, and for all required street improvements, including perimeter streets and approach roads, as shown in the Thoroughfare Plan, Design Manual and Standard Construction Details or other valid development plans approved by City Council. In the case of perimeter streets, at least one-half of the total required right-of-way width for such streets shall be provided unless the proposed development is on both sides of the street, in which case the full right-of-way width shall be provided. In some instances, more than one-half of the required right-of-way width shall be required when a half street is impractical or unsafe and depending upon the actual or proposed

alignment of the street, such as in the case of a curved street, as may be required by the City Council.

- a. Perimeter Streets -- Where an existing half-street is adjacent to a new subdivision or addition, the other one-half of the street shall be dedicated, and an appropriate amount of the street shall be improved, by the developer of the subdivision or addition.
- b. Slope Easements -- The dedication of easements, in addition to dedicated rights-of-way shall be required whenever, due to topography, additional width is necessary to provide adequate earth slopes. Such slopes shall be no steeper than three feet (3) horizontal run to one foot (1) vertical height, or a three-to-one (3:1) slope.
- 6) Intersection Improvements -- Intersection improvements and traffic control devices shall be installed as warranted in accordance with the traffic impact analysis. Construction and design standards shall be in accordance with the City's Design Manual and Standard Construction Details.
- 7) Phased Development -- Where a subdivision is proposed to occur in phases, the applicant, in conjunction with submission of the preliminary plat, shall provide a schedule of development. The schedule shall set forth the intended plan of development and dedication of rights-of-way for streets and street improvements, whether on-site or off-site, intended to serve each proposed phase of the subdivision. The City Engineer shall determine whether the proposed phasing of any streets and street improvements are adequate pursuant to standards herein established, and may require that a traffic impact analysis be submitted for the entire project or such phases as the City determines to be necessary to adjudge whether the subdivision will be adequately served by the phased dedication and construction of such streets and thoroughfares.
- 8) Arrangement of Streets Not Shown on the Thoroughfare Plan -- For streets that are not shown on the City's Thoroughfare Plan, such as local residential streets, the arrangement of such streets within a subdivision shall:
  - a. Provide for the continuation or appropriate projection of existing streets from or into surrounding areas, including at least two (2) points of access;
  - b. Conform to a special area plan for the neighborhood approved or adopted by the City Council to meet a particular situation where topographical or other conditions make continuance or conformity to existing streets impractical;
  - c. Provide for additional future access, such as by stubbing out streets for future extension to the outer boundary of the subdivision, to adjacent vacant areas which will likely develop under a similar zoning classification or for a similar type of land use; and
  - d. Not conflict in any way with existing or logically anticipated driveway openings.
- 9) Collector and Residential Streets -- Residential collector streets and minor residential streets shall be laid out such that their use by through traffic will be discouraged, such as via circuitous routes or multiple turns or offsets, but such that access is provided to

adjacent subdivisions. Wherever the right-of-way width of a collector or residential street must transition to a greater or lesser width, such transition shall occur along the front, side or rear lot lines of adjacent lots and shall not occur within the street intersection itself. In other words, the right-of-way width shall be the same on both sides of any street intersection.

- 10) Adjacency of Residential Properties -- Where a subdivision abuts or contains an existing or proposed arterial street, the City Council may require marginal access streets, reverse frontage (lots which back onto the arterial), deep lots with rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through traffic and local traffic.
- 11) Reserve Strips -- Reserve strips controlling access to streets shall be prohibited except where their control is required by the City and approved by the City Council.
- 12) Half Streets -- Construction of half streets shall be prohibited, except when essential to the reasonable development of the subdivision in conforming with the other requirements of this Ordinance and the Thoroughfare Plan, and where the City Council makes a determination that there is no immediate benefit to be gained by constructing the full street section since no access from the street will be needed by the subdivision in question. The City Council may also find that it would be more practical, or cost effective, to delay construction of the other one-half (%) of a street until the adjoining property is developed.

If the property owner is responsible for one-half (%) of the street, then the property owner shall either construct the facility along with his or her development or shall provide escrow for the construction cost of his or her share of the facility (including all applicable street appurtenances such as median openings, left turn lanes into the development, sidewalks, drainage structures, etc.). Whenever a partial street has been previously platted along a common property line, the other portion of the street right-of-way shall be dedicated such that the right-of-way is increased to the streets ultimate planned width. Improvements shall be made to all on-site facilities as defined herein (see Definitions, Section 1.11).

- 13) Perimeter Streets and Associated Improvements -- When a proposed subdivision, whether residential or nonresidential, abuts on one or both sides of an existing substandard street, or on a planned or future road as shown on the Thoroughfare Plan, being substandard according to the then existing current Thoroughfare Plan, the developer shall be required to improve his or her reasonable share of the existing on-site facility as that term is defined herein, including appurtenant sidewalks, screening and landscaping, storm drainage structures, water quality or erosion controls, and other on-site facilities as defined in Section 1.11, to bring the same to City standards, or to replace it with a standard City street as determined by the traffic impact analysis, if required, and at no cost to the City.

- a. The developer's share of improvements to a substandard perimeter road shall be at least twenty-five feet (25) of pavement (including curb, if any), which is approximately equivalent to one-half (50%) of a collector street width (i.e., two through traffic lanes), along the entire front footage of the subdivision, unless the traffic impact analysis, if required, indicates that some other pavement width is necessary to achieve and maintain an acceptable level of service on the roadway. If the subdivision is to be located on both sides of the roadway, at least twenty-five feet (25) of pavement shall be constructed by the developer on each side of the road along the entire front footage of the subdivision on each respective side of the road, unless the traffic impact analysis indicates that some other pavement width is necessary to achieve and maintain an acceptable level of service on the roadway. Design and construction of the roadway shall be in accordance with the City's Thoroughfare Plan (with respect to right-of-way width and general location), the Design Manuals, and with any other applicable City codes and ordinances.
  - b. Depending upon the specific roadway in question, and upon the traffic impact analysis results, any oversizing above the minimum twenty-five feet (25) width may be borne by the City, the County, the State or by some other entity to the extent that the cost of oversizing exceeds the subdivisions roughly proportionate impact. The City Council may, at its option, accept escrow funds in lieu of immediate roadway construction if the subdivision derives principal access from another improved roadway and if delaying construction and improvement of the road will not harm or otherwise inconvenience neighboring property owners or the general public.
  - c. Streets which dead-end at power lines or similar rights-of-way or easements, and which are intended for future extension across these rights-of-way or easements, shall be constructed in the right-of-way or easement for half the distance across the right-of-way or easement, and shall be further restricted as set forth in Subsection 14 below. A note shall be placed on the final plat clearly labeling the dead-end streets that will, at some point, be extended across the power line easement (or right-of-way), and signage shall be placed at the end of the constructed street stub, such as on the barricade, also stating that the street will be extended in the future. Signage size and lettering shall be in accordance with the City requirements.
- 14) Dead-End Streets** -- Except in unusual cases, no dead-end streets will be approved unless such dead-end streets are provided to connect with future streets on adjacent land. In the case of dead-end streets, which will eventually be extended into the adjacent subdivision, no more than one lot (per side) can front onto the dead-end street stub unless a temporary turnaround bulb (with an off-site easement) is provided at the end. A temporary dead-end street shall not exceed the maximum allowed length of a normal cul-de-sac, and the temporary turnaround bulb must be constructed like a cul-de-sac. However, the City Engineer may authorize the use of asphalt or other durable paving material than concrete for the arc, or wing, portions of the temporary turnaround bulb in



order to minimize the cost of removing those portions later. A note shall be placed on the final plat clearly labeling any dead-end streets (if any) that will at some point be extended into the adjacent property, and signage shall be placed at the end of the constructed street stub, such as on the barricade, also stating that the street will be extended in the future. Signage and lettering must be large enough to be legible by a person with normal vision at a twenty-foot (20) distance. Any required temporary turnaround easements shall be shown on the final plat along with their appropriate recording information, if they are off-site or established by separate instrument.

- 15) Extension of Existing Streets -- New streets that extend existing streets shall be dedicated at equal or greater right-of-way widths than the existing streets, or as otherwise required by the City's Thoroughfare Development Plan and approved by the City Engineer.
- 16) Construction of New Streets -- All new streets within a subdivision shall be constructed in accordance with paving widths and specifications as set forth in the Design Manual and Standard Construction Details of the City of Farmersville at the time at which the preliminary plat application is officially submitted and deemed a complete application.
- 17) Points of Access -- All subdivisions shall have at least two (2) points of access from improved public roadways (also see Section 3.1). Driveway access onto roadways shall be provided and designed in accordance with the City's Design Manual and Construction Details that are in effect at the time the preliminary plat application is officially submitted and deemed a complete application.
- 18) Street Lights -- All street lighting shall be installed in conformance with the City's Zoning Ordinance. Mercury vapor luminaries shall not be accepted. All fixtures shall be hooded in a way that directs all lighting downward.
- 19) Street Names -- Street names must be submitted to the City, for review and approval as a part of the preliminary plat application, and shall become fixed at the time of approval of the preliminary plat. On the final plat, street names shall not be changed from those that were approved on the preliminary plat unless special circumstances have caused the major realignment of streets or a proposed street name(s) is discovered to have already been used elsewhere in the City (or some other similar eventuality). If additional street names are needed for the final plat, then they must be submitted for review and approval by the City, the U.S. Postal Service, and applicable emergency service providers (including 911) along with the final plat application. A fee may be established by the City for the changing of street names after approval of the preliminary plat.
  - a. Surnames of people or the names of corporations or businesses shall not be used as street names, unless approved by the City Council. The City will maintain a list of existing street names (and "reserved" street names that have been approved on a preliminary plat), and will update the list as new streets are platted.
  - b. New street names shall not duplicate existing street names (for example, Smith Street vs. Smythe Street; Oak Drive vs. Oak Place vs. Oak Court vs. Oak Circle; Cascade Drive vs. Cascading Drive); shall not be so similar as to cause confusion between names (for

example, Lakeside Drive vs. Lake Side Drive vs. Lake Siding Drive); and shall not sound like existing street names when spoken (for example, Oak Drive vs. Doak Drive vs. Cloak Drive; Lantern Way vs. Land Tern Way). Suffixes shall be in agreement when a street is extended (for example Oak Street cannot extend Oak Drive).

- c. New streets which extend existing streets shall bear the names of the existing streets. Streets crossing thoroughfares or other roadways shall bear the same name on both sides of the thoroughfare, wherever practical. A cul-de-sac or loop that is named after another through street (such as Oak Court or Oak Circle or Oak Trail) must actually connect to the main street (Oak) from which the name is derived.
- d. The property owner shall install all street name signs and poles for the development. Installation shall be complete prior to approval of the engineering plans by the City Engineer.
- e. Street name signs as specified by the City shall be installed in accordance with the City's guidelines before issuance of a building permit for any structure on the streets approved within the subdivision.

### **3.5 TRAFFIC IMPACT ANALYSIS**

#### **3.5.1 ANALYSIS REQUIREMENTS**

Any proposed development project or plat involving a significant change to a proposed roadway alignment from that shown on the City of Farmersville's Thoroughfare Plan, or involving a development of one hundred (100) or more dwelling units, or for developments generating five thousand (5,000) or more "one-way" trips per day, or as otherwise required by the City Engineer must be preceded by submission and approval of a traffic impact analysis as specified in Subsection 3.5.2 below.

#### **3.5.2 REQUIRED COMPONENTS OF TRAFFIC IMPACT ANALYSIS**

Whenever this Ordinance or the City Council, in unique instances which do not necessarily meet the above criteria but which may significantly affect the public health, safety or welfare -- such as a proposed subdivision that will only be accessed via substandard roadways which may pose an impediment to emergency response vehicles -- requires submission and City Council approval of a traffic impact analysis, the following elements shall be included:

- 1) **General Site Description** -- The traffic impact analysis shall include a detailed description of the roadway network within one (1) mile of the site, a description of the proposed land uses, the anticipated dates of construction, and the anticipated completion date of the proposed land development shall be provided. This description, which may be in the form of a map, shall include the following items: (1) all major intersections; (2) all proposed and existing ingress and egress locations; (3) all existing roadway widths and rights-of-way; (4) all existing traffic signals and traffic-control devices; and (5) all existing and proposed public transportation services and facilities within a one (1) mile radius of the site.

- 2) Proposed Capital Improvements -- The traffic impact analysis shall identify any changes to the roadway network within one (1) mile of the site that are proposed by any government agency or other developer. This description shall include the above items as well as any proposed construction project that would alter the width or alignment of roadways affected by the proposed development.
- 3) Roadway Impact Analysis --
  - a. Transportation Impacts:
    - i. Trip Generation. The average weekday trip generation rates (trip ends), the average weekend trip generation rates (for uses other than residential or institutional), the highest average a.m. and p.m. hourly weekday trip generation rates, and the highest hourly weekend generation rates (for uses other than residential or institutional) for the proposed use shall be determined based upon the trip generation rates contained in the most recent edition of the Institute of Transportation Engineers, Trip Generation Manual; or shall be based upon data generated by actual field surveys of area uses compatible to the proposed use and approved by the City Engineer.
    - ii. Trip Distribution. The distribution of trips to arterial and collector roadways within the study area identified in Subsection 3.5.2.1 (General Site Description), above, shall conform with accepted traffic engineering principles taking into consideration the land use categories of the proposed development; the area from which the proposed development will attract traffic; competing developments (if applicable); the size of the proposed development; development phasing; surrounding existing and anticipated land uses, population and employment; existing and projected daily traffic volumes; and existing traffic conditions identified pursuant to Subsection 3.5.2.1) above.
  - b. Adequacy Determination -- The roadway network included within the traffic impact analysis shall be considered adequate to serve the proposed development if existing roadways identified as arterials and collectors can accommodate the existing service volume, and the service volume of the proposed development, and the service volume of approved but unbuilt developments holding valid, unexpired building permits at a level of service "C" or above.
- 4) Intersection Analysis
  - a. Level of Service Analysis -- For intersections within the roadway traffic impact analysis area described Subsection 3.5.2.1) above, a level of service analysis shall be performed for all arterial to arterial, arterial to collector, and collector to collector intersections, and for any other pertinent intersections identified by the City Engineer. Also, level of service analysis will be required on all proposed site driveway locations for all nonresidential developments. The City may waive analysis of minor intersections and site driveway locations within the one-mile radius. The level of service analysis shall be based upon the highest hourly average a.m. or p.m. peak

weekday volume or highest average hourly peak weekend volume as determined from a two-day survey of weekday volumes and, where necessary, a one-day survey of weekend volumes. The level of service analysis shall take into consideration the lane geometry, traffic volume, percentage of right-hand turns, percentage of left-hand turns, percentage (and typical size) of trucks, intersection width, number of lanes, signal timing and progression, roadway grades, pedestrian and bicycle flows, school routes, number of accidents, and peak hour factor.

- b. Adequacy Analysis -- The intersections included within the traffic impact analysis shall be considered adequate to serve the proposed development if existing intersections can accommodate the existing service volume, the service volume of the proposed development, and the service volume of approved but unbuilt developments holding valid, unexpired building permits at level of service "C" or above.
- 5) Effect of Adequacy Determination -- If the adequacy determination for roadways and intersections indicates that the proposed development would cause a reduction in the level of service for any roadway or intersection within the study area identified in Subsection 3.5.2.1) above that would cause the roadway to fall below the level of service required hereto, the City Council may deny the request or may require one of the following conditions as a condition of approval:
- a. The deferral of building permits until the improvements necessary to upgrade the substandard facilities are constructed;
  - b. A reduction in the density or intensity of development;
  - c. The dedication or construction of facilities needed to achieve the level of service required herein; or
  - d. Any combination of techniques identified herein that would ensure that development will not occur unless the levels of service for all roadways and intersections within the traffic impact analysis study are adequate to accommodate the impacts of such development.

### 3.6 PRIVATE STREET SUBDIVISIONS

#### 3.6.1 PRIVATE STREETS

Subdivisions having private streets may be established only under the terms set forth in this Section, and pursuant to any other ordinances or guidelines for private street developments as may be adopted for use by the City either as part of this Ordinance or as separate ordinances or policies. All private streets shall be designed and constructed in accordance with the City's Design Manual and Standard Construction Details for publicly dedicated streets. The term Private Street shall be inclusive of alleys, if provided.

#### 3.6.2 ELIGIBILITY CRITERIA

Private streets shall be permitted only within a subdivision satisfying each of the following criteria:

- 1) The subdivision shall have a sufficient number of lots and value to demonstrate through an approved economic analysis the viability of private maintenance by the development served;
- 2) The streets to be restricted to private use are not intended for regional or local through traffic circulation (see Subsection 3.6.3 below);
- 3) The subdivision is located in an area that is surrounded on three (3) sides, meaning at least seventy-five percent (75%) of the perimeter, by natural or man-made barriers, so as to be accessible from only a single direction of the compass;
- 4) The subdivision is located adjacent to an existing or approved public street that can be reasonably connected, even though the street connection may require the construction of a bridge or culvert;
- 5) The subdivision shall have at least two (2) points of vehicular access connected via improved roadways to the City's improved thoroughfare and street system by one or more approach roads, as required herein above;
- 6) A mandatory property owners (homeowners) association, which includes every owner of a lot within the private street development, shall be formed and shall be responsible for maintenance of the private streets and alleys. (see Subsection 3.6.5 below and Section 4.3); and
- 7) The subdivision conforms to any other special guidelines for private street developments as may be approved separately by the City Council.

### **3.6.3 CERTAIN STREETS EXCLUDED**

Roads or streets that are shown on the City's Thoroughfare Plan, such as highways, major or minor thoroughfares or arterials, or collectors, shall not be used, maintained or constructed as private streets, and a private street subdivision shall not cross or interfere with an existing or future collector or arterial street. Also, the Planning and Zoning Commission and City Council may deny the creation of any private street if, in their sole determination, the private street would negatively affect traffic circulation on public streets, or if it would impair access to the subject or adjacent property; impair access to or from public facilities including schools or parks; or if it would cause possible delays in the response time of emergency vehicles.

### **3.6.4 PARKS, GREENBELTS AND WILDLIFE PRESERVES EXCLUDED**

A private street subdivision shall not cross or interfere with public access to an existing or future public pedestrian pathway, hike and bike trail, greenbelt, park or wildlife preserve as shown on the City of Farmersville's Parks and Open Space Master Plan or as already dedicated for public use.

### **3.6.5 PROPERTY OWNERS OR HOMEOWNERS ASSOCIATION REQUIRED**

Subdivisions developed with private streets shall have a mandatory property owner's association (the Association) which includes all property and lots served by the private streets in accordance with the requirements of Section 4.3 of this Ordinance. The Association shall own and be responsible for the

maintenance of private streets and appurtenances. The Association shall provide for the payment of dues and assessments required to maintain the private streets. The Association documents shall be reviewed and approved by the City Manager and the City Attorney to ensure that they conform to these and other applicable City rules and regulations prior to final plat approval. The Association documents shall be filed of record at Collin County or Hunt County prior to final plat acceptance in order to ensure that there is an entity in place for long-term maintenance of private streets and all related appurtenances. The Association may not be dissolved without the prior written consent of the City Council. No portion of the Association documents pertaining to the maintenance of private streets and alleys, and assessments therefore, may be amended without the prior written consent of the City Council. The Association and its operations must meet the following requirements:

- 1) Reserve fund – The Association documents must establish a reserve fund for the maintenance of private streets and other improvements such as common greenbelts, security station structures and equipment, and other significant Association infrastructure. This reserve fund shall not be commingled with any other Association fund. The balance of the fund shall be equal to the total replacement cost of the private streets and other improvements divided by the average life expectancy of those improvements times the age of the improvements. The life expectancy for a subdivision with concrete streets shall be a minimum of twenty (20) years.
  - a. The Association shall have an annual review performed by a certified public accounting firm verifying the amount in the reserve fund. A copy of this review shall be provided to the City.
  - b. If the specific use permit is revoked or the private streets converted to public streets, the reserve fund shall become the property of the City.
- 2) Assessment for Repairs and Assignment of Association Lien Rights -- The Association declaration shall provide that should the Association fail to carry out its duties as specified in these regulations, the City or its lawful agents shall have the right and ability, after due notice to the Association, to perform the responsibilities of the Association if the Association fails to do so in compliance with any of the provisions of these regulations or of any applicable City Codes, regulations or agreements with the City and to assess the Association or the individual lot owners for all costs incurred by the City in performing said responsibilities if the Association fails to do so, and the City shall further have any and all liens and lien rights granted to the Association to enforce the assessments required by the declaration, and/or to avail itself of any other enforcement actions available to the City pursuant to state or City codes and regulations.
- 3) Required disclosures -- The Association documents shall address, but shall not be limited to, the following three paragraphs:
  - a. The Association documents must indicate that the streets within the development are private, owned and maintained by the property owners' association and that the City has no obligation to maintain or reconstruct the private streets.



- b. The Association documents shall include a statement indicating that the City may, but is not obligated to, inspect private streets, and require repairs necessary to insure maintenance to City standards.
- c. The Association may not be dissolved without the prior written consent of the City.

### **3.6.6 PRIVATE STREET LOT**

Private streets must be constructed within a separate lot owned by the property owner's association. This lot must conform to the City's standards for public street rights-of-way. An easement covering the street lot shall be granted to the City and its employees providing unrestricted access to and use of the private streets and private street lot in pursuit of their official duties. This right shall also extend to all utility providers operating within the City and to other necessary governmental service providers, such as the U.S. Postal Service. The easement shall also permit the City to remove any vehicle or obstacle within the private street lot that may impair emergency access.

### **3.6.7 CONSTRUCTION AND MAINTENANCE COST**

The City shall not pay for any portion of the cost of constructing or maintaining a private street.

### **3.6.8 INFRASTRUCTURE AND UTILITIES**

Any public water, sewer and drainage facilities, street lights, and traffic control devices, such as traffic signs, placed within the private street lot shall be designed and constructed to City standards, and shall be accepted by and dedicated to the City prior to filing the record plat for the subdivision. All private traffic control devices and regulatory signs shall conform to the Texas Manual of Uniform Traffic Control Devices, as amended, and to City standards.

The metering for utilities such as water, gas and electricity shall be located on the individual lots to be served, not grouped together in a centralized location(s), such as gang-box style metering stations, which shall not be permitted.

### **3.6.9 PLANS AND INSPECTIONS**

Development applications for subdivisions with private streets must include the same plans and engineering information required for public streets and utilities. City requirements pertaining to inspection and approval of improvements shall apply, and fees charged for these services shall also apply. The City may periodically inspect private streets, and may require any repairs necessary to ensure efficient emergency access and to protect the public health, safety, convenience and welfare.

### **3.6.10 RESTRICTED ACCESS**

The entrances to all private streets shall be clearly marked with a sign, placed in a prominent and visible location, stating that the streets within the subdivision are private, and that they are not maintained nor regularly patrolled by the City. Guard houses, access control gates, and cross arms, if used, shall be constructed per Subsection 3.6.11 below. All restricted access entrances must be manned twenty-four (24) hours every day, or they must provide a reliable, alternative means of ensuring City and emergency

access to the subdivision, preferably with an Opticom-type system for emergency access, by the City and other utility or public service providers with appropriate identification. The method to be used to ensure City and emergency access into the subdivision shall be approved by the City Council and by all applicable emergency services providers prior to engineering release for construction of the development. If the Association fails to maintain reliable access as required herein, the City may enter the subdivision and remove any gate or device which is a barrier to access at the sole expense of the Association. The Association documents shall contain provisions in conformity with this Section which may not be amended without the written consent of the City Council.

### **3.6.11 ENTRANCE DESIGN STANDARDS**

Any private street (and any other type of gated entrance) which has an access control gate or cross arm must have a minimum uninterrupted pavement width of twenty-seven feet (27) at the location of the gate or access control device, both ingress point and egress point, regardless of the type of device used. If an overhead, or lift-up, barrier is used, it must rise to a minimum of fourteen feet (14) in height above the road surface, and this clearance height shall be extended for a minimum distance of fifty feet (50) in front of and behind the location of the device. All gates and cross arms must be of a breakaway design. A minimum vehicle stacking distance of one hundred feet (100) shall be provided from the right-of-way line of the public road from which the private street subdivision is accessed to the first vehicle stopping point, which point is usually an access request keypad, a telephone, or a guard's window. Adequate distance shall be provided between the access request point(s) and the entry barrier, or gate, to accommodate a vehicle turnaround as described below.

A paved turnaround space must be located in front of (i.e., prior to passage through) any restricted access entrance barrier, between the access request device and the barrier or gate, to allow vehicles that are denied access to safely exit onto public streets without having to back up, particularly into the public street upon which the entrance is located. The design and geometry of such turnaround shall be of sufficient pavement width and having such inside turning radius that it will accommodate smooth, single-motion U-turn movements by service, delivery and utility trucks as well as passenger vehicles.

A site plan showing the design and location of all proposed access restricted entrances shall be submitted for review by the City Engineer along with the engineering plans for the subdivision, and must be approved by the City Council along with approval of the preliminary plat. The City Engineer may require submission of additional drawings, plans or exhibits demonstrating that the proposed turnaround will work properly, and that vehicle turnaround movements will not compromise public safety on the entry and/or exit roadway or on the adjacent public street(s).

### **3.6.12 WAIVER OF SERVICES**

The subdivision final plat and record plat, property deeds and property owner's association documents shall note that certain City services shall not be provided for private street subdivisions. Among the services that will not be provided are: routine law enforcement patrols, enforcement of traffic and parking regulations, and preparation of accident reports. Depending upon the characteristics of the development and upon the access limitations posed by the design of entrances into the subdivision, other services (such as sanitation) may not be provided, as well.

### **3.6.13 PETITION TO CONVERT TO PUBLIC STREETS**

The Association documents shall allow the Association to petition the City to accept private streets and any associated property as public streets and rights-of-way upon written notice to all Association members and upon the favorable vote of a majority of the membership. However, in no event shall the City be obligated to accept said streets as public streets. Should the City elect to accept the streets as public streets, then the City has the right to inspect the private streets and to assess the lot owners for the expense of needed repairs concurrent with the City's acceptance of the streets. The City shall be the sole judge of whether repairs are needed. Upon acceptance of the private streets as public streets the City may also require, at the Associations or the lot owners expense, the removal of any guard houses, access control devices, landscaping or other aesthetic amenities located within the street lot or within any other roadway common area that are not consistent with a public street development. The Association documents shall provide for the City's right to such removal and assessment. Those portions of the Association documents pertaining to the subject matter contained in this Section shall not be amended without the written consent of the City Council. However, the Association documents must be modified and re-filed to remove requirements specific to private street subdivisions at such time as the City accepts the private streets as public streets.

### **3.6.14 HOLD HARMLESS**

The subdivision final plat and record plat shall contain language whereby the property owners association, as owner of the private streets and appurtenances, agrees to release, indemnify, defend and hold harmless the City, any other governmental entity, and any public utility for damages to the private streets that may be occasioned by the reasonable use of the private streets by same, and for damages and injury (including death) arising from the condition of the private streets, out of any use of access gates or cross arms, or out of any use of the subdivision by the City or governmental or utility entity (such plat language is available from the City).

## **3.7 SIDEWALKS**

### **3.7.1 SIDEWALKS REQUIRED**

Pedestrian concrete walkways (sidewalks) not less than five feet (5) wide or as required by the Zoning Ordinance shall be required within all non-residential and residential subdivisions on both sides of all streets. Sidewalks shall be installed prior to the issuance of a Certificate of Occupancy for each abutting development as set forth in the City of Farmersville's Design Manual and Standard Construction Details.

### **3.7.2 PROVISION OF ESCROW**

The cost and provision of any perimeter sidewalks, such as along major thoroughfares, may be escrowed as a part of a developer's agreement, if approved by the City. The City has the right, but not the obligation, to refuse escrow and to require paving of the sidewalks if, in the City's sole opinion, immediate provision of the sidewalks is necessary for safe pedestrian circulation or if it would otherwise protect the public health, safety or welfare.

### **3.7.3 TIMING OF CONSTRUCTION**

As deemed appropriate by the City Engineer, sidewalks shall be constructed at time of development of subdivision, or the funds for such construction shall be escrowed to City and will be reimbursed to developer as sidewalks are constructed.

### **3.7.4 EXEMPTION**

Notwithstanding the foregoing, sidewalks shall not be required in subdivisions with lot sizes at least one (1) acre or more in size.

## **3.8 WATER AND WASTEWATER FACILITY DESIGN**

### **3.8.1 WATER**

All new subdivisions shall be connected with an approved water system, and shall be capable of providing water for health and emergency purposes, including fire protection. The design and construction of water system improvements shall comply with the following standards:

- 1) Design and construction of a water source on the site shall be in accordance with applicable regulations of the Texas Commission on Environmental Quality (TCEQ).
- 2) Design and construction of water service from the City shall be in accordance with the City's Design Manual and Standard Construction Details Manual, and in accordance with TCEQ standards, whichever requirement is most stringent.
- 3) Design and construction of a fire protection system shall be in accordance with the City's Design Manual and Standard Construction Details, and in accordance with the fire department serving the site (i.e., the City or the County, as applicable).

### **3.8.2 WASTEWATER**

All new subdivisions shall be required to connect to the City's wastewater system unless served by other means approved by the City Council. The design and construction of the wastewater system improvements shall comply with the following standards:

- 1) Design and construction of on-site waste disposal systems shall comply with applicable regulations of the TCEQ, applicable regulations of Collin or Hunt County, and with the provisions of the City of Farmersville's Code of Ordinances, whichever requirement is most stringent.
- 2) Design and construction of wastewater collection and treatment service from the City shall be in accordance with the standards in the City's Design Manual and Standard Construction Details, and in accordance with TCEQ standards, whichever requirement is most stringent.

### **3.8.3 APPLICANT'S RESPONSIBILITIES**

The applicant shall be responsible for:

- 1) Phasing of development or improvements in order to maintain adequate water and wastewater services;
- 2) Extensions of utility lines to connect to existing utility services;
- 3) Providing or procuring all necessary easements for the utilities (whether on-site or off-site);
- 4) Providing proof to the City of adequate water and wastewater service;
- 5) Providing provisions for future expansion of the utilities if such will be needed to serve future developments or lines larger than twelve (12) inches;
- 6) Providing all operations and maintenance of the utilities, or providing proof that a separate entity will be responsible for the operations and maintenance of the utilities;
- 7) Providing all fiscal security required for the construction of the utilities;
- 8) Obtaining approvals from the applicable utility providers if other than the City; and
- 9) Complying with all requirements of the utility providers, including the City.

### **3.8.4 EXTENSION OF SERVICES**

Extension of water and wastewater lines shall be made along the entire frontage of the subdivision adjacent to a street or thoroughfare. If the subdivision is not adjacent to a thoroughfare, the extension of utilities shall be accomplished in such a manner as to allow future connections to said utilities by new subdivisions. If new subdivisions will never be constructed beyond a developing subdivision due to physical constraints, the City Council may waive the requirement for adjacent utility line construction at the time of preliminary plat approval and prior to construction of the subdivision.

### **3.8.5 OTHER REGULATIONS**

Installation, operations and maintenance of utilities not specifically referenced herein shall comply with regulations of the TCEQ and with any other applicable State rules and regulations, whichever requirement is most stringent.

## **3.9 STORM WATER COLLECTION AND CONVEYANCE SYSTEMS**

### **3.9.1 SYSTEM DESIGN REQUIREMENTS**

Drainage improvements shall accommodate runoff from the upstream drainage area in its anticipated maximum "build-out" condition, and shall be designed to prevent overloading the capacity of the downstream drainage system. The City may require the phasing of development, the use of control methods such as retention or detention, or the construction of off-site drainage improvements in order to mitigate the impact of the proposed development. No storm water collection system shall be constructed unless it is designed in accordance with the City's Design Manual and Standard Construction Details by a licensed professional engineer, and unless it is reviewed and approved by the City Engineer.

All plans submitted to the City Engineer for approval shall include a layout of the drainage system together with supporting calculations for the design of the system.

### **3.9.2 EROSION AND SEDIMENTATION CONTROLS**

All erosion and sedimentation controls shall conform to the Design Manual and Standard Construction Details, Stormwater Management Plan, City Ordinance, or EPA requirements, whichever is most stringent. For erosion and sedimentation control, the City uses the latest edition of Storm Water Quality Best Management Practices for Construction Activities in North Central Texas (by the NCTCOG), a copy of which is on file at the City.

### **3.9.3 PERMISSION REQUIRED**

No person, individual, partnership, firm or corporation shall deepen, widen, fill, reclaim, reroute or change the course or location of any existing ditch, channel, stream or drainage way without first obtaining written permission of the City Engineer and any other applicable agency (such as FEMA or the U.S. Army Corps of Engineers) having jurisdiction. The City Engineer may, at his or her discretion, require preparation and submission of a flood study for a proposed development if there are concerns regarding storm drainage on the subject property or upstream or downstream from the subject property. The costs of such study, if required, shall be borne by the developer.

### **3.9.4 MINIMIZING CUT AND FILL**

In order to help reduce storm water runoff, and resulting erosion, sedimentation and conveyance of non-point source pollutants, the layout of the street network, lots and building sites shall, to the greatest extent possible, be sited and aligned along natural contour lines, and shall minimize the amount of cut and fill on slopes in order to minimize the amount of land area that is disturbed during construction. Development shall attempt to balance cut and fill required for the development.

### **3.9.5 PROHIBITION OF CROSS-STREET FLOW**

No cross-street flow (i.e., perpendicular to traffic flow) of storm water runoff shall be permitted unless approved by the City Engineer. When and if such drainage flow is allowed, it must be across a concrete street (i.e., valley gutter) and as approved by the City Engineer.

### **3.9.6 RETENTION AND DETENTION**

All storm water retention or detention facilities that are not located underground shall be designed using materials and techniques as established in the City's Design Manual and Standard Construction Details or as may be required by the City Engineer and shall be maintained by a Homeowners Association.

### **3.9.7 LABELING OF INLETS**

Developer shall install on each storm inlet a permanent title, plaque or impression stating that this inlet discharges into a river, creek, etc. in order to discourage dumping of debris and toxics. (City shall adopt a design/logo for this purpose.)



### **3.10 RETAINING WALLS**

#### **3.10.1 RETAINING WALL REQUIREMENTS**

In general, the use of retaining walls shall be minimized, wherever possible, through minimal and balanced cut and fill on property. When property within or directly adjacent to a subdivision contains changes in elevation exceeding two and one-half feet (2.5) and the slope exceeds one unit vertical in two units horizontal, a retaining wall shall be required at the locations specified herein prior to the acceptance of the subdivision:

- 1) Location A -- The grade change roughly follows a side or rear lot line.
- 2) Location B -- The grade change is adjacent to a proposed building site boundary.
- 3) Location C -- The grade change is adjacent to a water course or drainage easement.

Retaining walls shall not be constructed parallel to and/or within any portion of a utility easement.

#### **3.10.2 RETAINING WALL DESIGN AND CONSTRUCTION**

All retaining wall design and construction shall be in compliance with the provisions of the Building Code and the Design Manuals and Standard Construction Details of the City of Farmersville, and shall be approved by the Building Official.

#### **3.10.3 RETAINING WALL MAINTENANCE**

Retaining walls shall be maintained by the owner of the property where such retaining wall is located.

### **3.11 SCREENING, ENTRY FEATURES AND LANDSCAPING REQUIREMENTS**

#### **3.11.1 SCREENING REQUIRED**

Where subdivisions are platted so that the rear or side yards of single-family or two-family residential lots are adjacent to an arterial thoroughfare (greater than sixty feet (60) in right-of-way width on the Thoroughfare Plan); a four (4) lane collector street; are separated from a thoroughfare by an alley; or back up to a collector or residential street (which is not allowed unless specifically approved by City Council), the developer shall provide, at his or her sole expense, screening according to the following alternatives and standards. All screening including columns and decorative features shall be adjacent to the right-of-way and fully located on the private lot(s), within a separate lot or within a landscape easement assigned to the Homeowners Association across several lots. All forms of screening shall conform to the requirements of City ordinances and policies that govern sight distance for traffic safety and meet the following requirements:

- 1) Screening shall be provided in accordance with, and shall be constructed to, standards and criteria as set forth in the City's Design Manuals and Standard Construction Details and other related City code(s) and policy(s).

- 2) A maintenance easement at least five feet (5) in width shall be dedicated to the Homeowners Association on the private lot side and adjacent to the screening wall or device.
- 3) The screening wall shall be installed prior to approval of the final plat and prior to final acceptance of the subdivision. Landscape materials may be installed before the subdivision is accepted, upon approval of the City Engineer.
- 4) All plants, such as trees, shrubs and ground covers, shall be maintained by a Homeowners Association meeting the requirements of Section 4.3, shall be living and in sound, healthy, vigorous and growing condition. All plant beds shall be irrigated, with meters charged to the Homeowners Association.
- 5) All masonry and steel screening wall plans and details must be designed and sealed by a Texas licensed professional engineer, and must be approved by the Building Official.
- 6) Required height of screening devices, including spans between columns, shall be a minimum of six feet (6) and shall be no more than eight feet (8) tall. Decorative columns, pilasters, stone caps, sculptural elements, and other features may exceed the maximum eight foot (8) height by up to two feet (2) for a total maximum height of ten feet (10) for these features, provided that such taller elements comprise no more than ten percent (10%) of the total wall length in elevation view. Features that are taller than ten feet (10) in height shall require City Council approval.
- 7) Screening walls and devices shall not be constructed within any portion of a utility easement unless specifically authorized by the City and other applicable utility provider.

### **3.11.2 ENTRYWAY FEATURES (NEIGHBORHOOD IDENTIFICATION)**

Subdivisions may provide a landscaped entryway feature at access points from streets and thoroughfares into the subdivision. The entryway feature shall be placed on private property and within an easement identified for such use and shall observe all sight visibility requirements. All feature or landscaping shall be located on private property so that long-term maintenance responsibility will be borne by the property owner or an approved Homeowners Association (see Section 4.3). Entryway features that are located within City right-of-way shall only be allowed City Council approval and only with the execution of an agreement with the City that relieves the City of maintenance responsibility and that indemnifies and holds the City harmless for damage or injury incurred by or in conjunction with such features in the right-of-way.

- 1) **Design Requirements** -- The entryway feature shall include low maintenance, living landscaped materials as approved by the City Manager. The design of the entryway feature shall also include an automatic underground irrigation system, and may also include subdivision identification, such as signage located on the wall. All plants shall be living and in a sound, healthy, vigorous and growing condition, and they shall be of a size, fullness and height that is customary for their container or ball size, as per the latest edition of the "American Standard for Nursery Stock", by the American Association of Nurserymen, as may be amended. Any walls or structures used in the entryway feature

must conform to the City's regulations pertaining to maximum height within the front yard of residential lots (see the Zoning Ordinance) wherever the adjacent lot sides onto the arterial street and the wall will be located within the front yard setback area. The design of the entryway shall be in accordance with design policies in the City's Design Manuals and Standard Construction Details. The design of the entryway shall be reflected on the landscape and irrigation plans submitted along with the engineering plans and the preliminary plat, and shall be approved by the City Manager.

- 2) The maintenance of the entryway shall be the responsibility of the applicant for a period of at least two (2) years or until building permits have been issued for ninety percent (90%) of the lots in the subdivision, whichever event is later. Following that period of time, maintenance responsibility shall be borne by the private property owner(s) upon whose lot(s) the entryway feature is located, or by an approved Homeowners Association (see Section 4.3).

### **3.11.3 LANDSCAPING**

All landscaping and landscape screening shall conform with the City's Zoning Ordinance, and as interpreted and approved by the City staff.

### **3.11.4 SIGNAGE**

All signage used to identify subdivisions shall conform with the City's Sign Regulations.

## **3.12 PRIVATE UTILITY SERVICES**

### **3.12.1 DEFINITIONS**

For purposes of this section, the following meanings shall apply:

- 1) "Utility services" - The facilities of any person, firm or corporation providing electric, natural gas, telephone, cable television, or any other such item or service for public use approved but not necessarily provided by the City of Farmersville.
- 2) "Feeder line or feeder/lateral line" - High voltage supply electric lines that emanate from substations used to distribute power through an area to an unspecified number of customers.
- 3) "Lateral lines" - Those electric or telephone lines used to distribute power from a feeder line to a single subdivision. These electric lines are normally connected to a feeder line through a sectionalizing device such as a fuse.
- 4) "Service lines" - Those electric lines used to connect between the utilities' supply system or lateral lines and the end users meter box.

### 3.12.2 UNDERGROUND UTILITIES

All utilities, including electrical and communication lateral lines, shall be installed underground along Major and Principal 4-lane undivided streets, local collector streets and local streets, as indicated on the Thoroughfare Plan, unless approved by the City Engineer. Temporary electrical services may be placed above ground along Major and Principal 4-lane undivided streets, but must be placed underground as adjacent property develops. Electrical service lines for residential and non-residential properties from overhead distribution lines shall be placed underground from the right-of-way to the point of service. Nothing in this Section shall be construed to require any existing facilities in place prior to the effective date of this Ordinance to be placed underground.

- 1) Cost Recovery -- Nothing herein shall prohibit or restrict any utility company from recovering the difference in cost of overhead facilities and underground utilities from the property owner in accordance with the provisions of such utility's approved tariff. No utility company shall be required or permitted to begin construction of underground facilities unless and until the property owner or developer of the subdivision has made arrangements satisfactory to the specific utility company for the payment of such difference between the cost of overhead facilities and underground facilities, as approved by the City Engineer.
- 2) Support Equipment -- All electrical and telephone support equipment, including transformers, amplifiers and switching devices necessary for underground installations, shall be pad or ground-mounted, or shall be mounted underground and not overhead, unless the subdivision is served from perimeter overhead electrical facilities. Pad or ground-mounted utility equipment shall be completely screened from view of any public roadway, and shall not be located within any required visibility area, such as at street intersections or corners or at driveway openings or within City right-of-way.

### 3.12.3 EASEMENTS

The location, size and type of all private utility easements running over, across and through or otherwise serving the subdivision shall be identified on the final plat. Verification of acceptance of easement locations and widths by the utilities shall be provided to the City, by the applicant, prior to final plat approval by the City Council, and all easements shall be reviewed by the utility companies and by the City Engineer (for those to the City) prior to granting final approval for any residential subdivision affected by this Section.

### 3.12.4 LETTERS OF COMMITMENT

The applicant shall, prior to final plat approval, provide a Letter of Commitment from each utility provider stating that said utility providers will ensure the provision of necessary infrastructure and service to all portions of the proposed development prior to acceptance of the subdivision by the City. Failure to submit such Letters of Commitment from utility providers shall constitute grounds for denial of the final plat application on the basis that there is no written assurance that the development can be served by essential utility services.

### **3.12.5 METERING**

Except for multi-family, condominium and mobile home park developments, the metering for utilities such as water, gas and electricity shall be located on the individual lots to be served, not grouped together in one or more centralized locations, in accordance with the Texas Administrative Code, (16 TAC), Section 24.89(a)(4).

### **3.12.6 LOCATION OF UTILITIES**

Utilities along residential and collector streets shall be located in an alley or separate easements adjacent to the street rights-of-way. Street crossings shall be installed contemporaneously with the construction of the street to avoid disruption or boring.

### **3.12.7 INSTALLATION BEFORE ACCEPTANCE**

All utilities shall be installed before the City accepts any subdivision.

## **3.13 EASEMENTS**

### **3.13.1 MINIMUM WIDTH AND LOCATION**

The minimum width for City easements shall be fifteen feet (15) or as otherwise required by the City Engineer. The minimum width for City drainage easements shall be as required by the City Engineer. The width of easements for other utility providers, such as for gas, electric, telephone or cable television, shall be as required by that particular entity. It shall be the applicant's responsibility to determine appropriate easement widths required by other utility companies (also see Section 3.12). Wherever possible, easements shall be centered on or along front or side lot lines rather than across the interior or rear of lots, particularly where no alleys will be provided behind the lots.

### **3.13.2 STORM WATER AND DRAINAGE EASEMENTS**

Where a subdivision is traversed by a watercourse, drainage way or channel, there shall be provided a storm water easement or drainage right-of-way conforming substantially with such course and of such additional width as may be designated by the City Engineer, subject to determination according to proper engineering considerations. The required width shall conform to the requirements set forth by the Federal Emergency Management Agency (FEMA), the U.S. Army Corps of Engineers, and/or the City. Single-loaded parallel streets or parkways may be required adjacent to certain portions of creek or drainage ways to provide maintenance access and/or public access to recreation areas (see Section 4.1.3). Other utilities may be permitted within the drainage easement only if approved by the City Engineer and any other applicable entity requiring the drainage easement.

### **3.13.3 EASEMENT TO BE KEPT CLEAR**

No fences or other structures shall be located within a drainage easement.

#### **3.13.4 SUBDIVISIONS WITH NO ALLEYS**

Where alleys are not provided in a residential subdivision, a minimum fifteen foot (15) wide utility easement shall be provided along the front of all lots, adjacent to and flush with the street right-of-way line for the potential placement of utility facilities.

#### **3.13.5 PLATTING REQUIRED**

For new development, all necessary on-site easements shall be established on the subdivision plat and not by separate instrument, and they shall be labeled for the specific purpose, and to the specific entity, for which they are being provided. Examples include, but are not limited to, the following: a water, sanitary sewer or drainage easement, which is dedicated to the City for a water or sanitary sewer line or for a drainage structure; an access easement, which is dedicated to the public for unrestricted access purposes; a fire lane easement, which is dedicated to the City and its fire suppression and emergency medical service providers for access purposes; or an electrical, gas or telephone easement, which is dedicated to the specific utility provider that requires the easement.



## Section 4 PARKS, OPEN SPACE AND PUBLIC FACILITIES

### 4.1 AREAS FOR PARKS AND PUBLIC USE

#### 4.1.1 PARKS AND PUBLIC OPEN SPACE

The applicant shall give consideration to suitable sites for parks, playgrounds and other areas for public use so as to conform with the recommendations and requirements of the Comprehensive Plan. Any provision for parks and public open space areas shall be indicated on the preliminary and final plat, and shall be in accordance with the Zoning Ordinance, and subject to approval by City Council.

#### 4.1.2 PARK LAND DEDICATION

- 1) Any person, firm, or corporation offering a preliminary or final plat for development of any area zoned and to be used for single-family, duplex, townhouse or multi-family residential purposes within the City shall include on such preliminary and final plat the dedication (to the City of Farmersville) of land for public park purposes.

The location and size of public parks within the City shall be as approved by the City Council. That determination shall be based upon existing circumstances at the time.

- 2) The dedicated land required hereby shall be suitable and dedicated for park and recreational purposes only. Such land shall be free of flood plain and major utility easements, and shall be suitable for appropriate recreational and leisure activities. Lands occupied by major utility easements and transmission lines shall not be accepted. Areas having environmentally sensitive ecosystems, attractive views, topographical interest or unique natural features shall be preferred and encouraged for park land dedication.
- 3) All subdivisions involving five (5) or more lots shall be subject to a dedication of five percent (5%) of the gross area of the subdivision to the public for use as parks, playgrounds, recreational areas, open spaces, or green areas. In cases where it appears that the property to be dedicated is not suitable for such purpose or purposes, the City Council may at its option, require the developer to deposit with the City of Farmersville an amount of money equivalent in value to five percent (5%) of the gross area, after any adjustment as described in the previous paragraph, of such proposed subdivision. In the event that the City Council elects to require the deposit of such monetary sum, the amount shall be calculated on the basis of the then current tax roll fair market value of the area included in such subdivision, immediately prior to the final platting and approval thereof by the City. In such cases, all monies derived from such sources shall be used by the City of Farmersville either for the acquisition of additional park sites, open spaces, or green areas in said City, or for capital improvements to existing parks, open spaces or

green areas, and no portion thereof may be used for maintenance to existing parks or for any other purpose.

#### **4.1.3 PUBLIC PARK ACCESS**

Park land shall be easily accessible to the public and open to public view so as to benefit area residents. A proposed subdivision adjacent to a public park or open space area shall not be designed to restrict reasonable access or visibility into the park and shall not have lots backing to the park land. Rather, the park land shall be placed along a single loaded street. Street connections between residential neighborhoods shall be provided, wherever possible, to provide reasonable access to parks and open space areas. Proposed access and public availability, both physical and visual, of parkland shall be reviewed and approved by the City's Park Board and by City Council.

### **4.2 PROTECTION OF DRAINAGE AND CREEK AREAS**

#### **4.2.1 NATURAL CONDITIONS**

All creeks and drainage areas shall be preserved and protected in their natural condition wherever possible, unless significant storm drainage improvements are required by the City in these areas. All development adjacent to creeks and drainage areas shall be in accordance with the City's Design Manuals and Standard Construction Details, with applicable policies in the Comprehensive Plan, and with any other City policies or ordinances related to aesthetics or public enjoyment of creeks and waterways.

#### **4.2.2 DEFINITIONS AND METHODOLOGY FOR DETERMINING THE FLOODWAY MANAGEMENT AREA (FMA)**

The definitions for "floodway" and "floodway fringe" shall correspond to those set forth by the Federal Emergency Management Agency (FEMA). For purposes of the National Flood Insurance Program, the concept of a floodway is used as a tool to assist the local community in the aspect of flood plain management. Under this concept, the area of the 100-year flood is divided into a floodway and floodway fringe. The floodway is the channel of a stream plus any adjacent flood plain areas that must be kept free of encroachment in order that the 100-year flood may be carried without substantial increases in flood heights as defined by FEMA. The area between the floodway and boundary of the 100-year flood is termed the floodway fringe. The floodway fringe is the area which can be used for development by means of fill according to FEMA and City engineering criteria.

For the purposes of this Ordinance, the Floodway Management Area (FMA) will correspond to the floodway fringe, as defined by FEMA (or as may be modified per a flood study approved by FEMA).

#### **4.2.3 AREAS WHERE AN FMA IS REQUIRED**

All drainage areas or regulated floodways and floodway fringe areas as referenced on the applicable flood boundary map (the Flood Insurance Rate Map, or FIRM) shall be included in the FMA. If FEMA does not specify a floodway fringe zone in any of the creeks or their tributaries, it shall be the developer's responsibility to establish and identify the FMA based upon fully developed conditions and the 100-year

flood. The determination shall be made by a licensed professional engineer and approved by the City Engineer. Where improvements to a drainage area are required by other ordinances of the City for the purpose of safety or other reasons related to drainage, those ordinances shall also be observed. The FMA is intended to apply to a creek or channel which is to remain open or in its natural condition. The creek shall remain in its natural state unless improvements are permitted or required by the City due to the pending development of properties adjacent to or upstream of the required improvements.

#### **4.2.4 OWNERSHIP AND MAINTENANCE OF THE FMA**

The area determined to be the FMA shall be designated on the preliminary and final plat. Approximate locations shall be shown on zoning change requests and concept plans -- accurate locations of the FMA shall be established on the preliminary and final plat and prior to site construction. At the City's option, the FMA shall be protected by one of the following methods:

- 1) Dedicated to the City of Farmersville for flood management purposes (flood areas shall not be dedicated for parks or recreation purposes); or
- 2) Easement(s). Creeks or drainageways on tracts which have private maintenance provisions, other than single- or two-family platted lots, can be designated as the FMAs by an easement to the City on the preliminary and final plat (with the appropriate plat language, as required by the City). Subdivisions with platted single-family or two-family lots may designate the FMA by easement provided there are adequate maintenance provisions through a mandatory homeowner's association, but no lots or portions of lots may be platted in the FMA easement unless specifically allowed by the City. The area designated as FMA may be identified by a tract number; or
- 3) Designation of the FMA for certain recreational uses normally associated with or adjacent to flood prone areas (no structures allowed in the FMA), such as golf courses or certain types of parks. The uses allowed shall be in conformance with the Zoning Ordinance and approved by the Planning and Zoning Commission and City Council. Use of the FMA as public parkland shall also require approval by the City's Park Board.

Prior to acceptance of any drainageway as an FMA by the City, the area shall be cleared of all debris and placed in a maintainable state. Floodway management areas dedicated to the City shall be left in a natural state except those areas designated for recreational purposes and unless storm drainage requirements do not permit this to occur.

#### **4.2.5 DESIGN CRITERIA**

The following design criteria shall be required for development adjacent to the FMA:

- 1) Adequate access shall be provided to and along the FMA for public and/or private maintenance. An unobstructed area a minimum of twenty feet (20') wide with a maximum 5:1 slope (five feet horizontal to one foot vertical), the length of the floodway shall be provided adjacent to or within the FMA on one side. On the opposite side of the

drainage area, an unobstructed area having a minimum width of five feet (5') shall be provided.

- 2) Lots in a single-family, PD single-family, or duplex residential zoning district shall not be platted within the FMA, and no more than fifty percent (50%) of the linear length of the FMA (on each side) shall be allowed to have lots backing or siding onto it. If lots back or side onto an FMA, at least two (2) points of access to the FMA, each a minimum of twenty feet (20') in width, shall be provided. Streets, alleys and open-ended cul-de-sacs may qualify as access points if designed such that they are navigable by maintenance vehicles (e.g., alleys must be at least twenty-foot (20) wide). All areas of the FMA shall be accessible from the access points and shall be visible from such access points. Lots used for multi-family dwellings may be platted in the FMA if the FMA is identified as an easement and is maintained as open space for use by the residents, and provided that access to the FMA is possible by City maintenance vehicles, should that need arise. If the FMA is to be public parkland, then adequate public access shall also be provided to the FMA.
- 3) Public streets may be approved in the FMA by the Planning and Zoning Commission and City Council (if they conform to applicable engineering standards).
- 4) Public streets may be required to be constructed adjacent to some (or all) portions of the FMA to allow access for maintenance or recreational opportunities, and/or to allow increased visibility into creek areas for public safety and security purposes.
- 5) Alternate designs to facilitate equal or better access may be permitted if approved by the Planning and Zoning Commission and City Council.
- 6) Drainage areas that have been altered and are not in a natural condition can be exempted from an FMA and this Section at the discretion of the City Council and upon recommendation by the Planning and Zoning Commission.

### **4.3 PROPERTY OWNERS OR HOMEOWNERS ASSOCIATIONS**

#### **4.3.1 APPLICABILITY**

An incorporated nonprofit property owners or homeowners association (hereafter referred to collectively as Homeowners Association or Association) must be created when a subdivision contains either common open space or other improvements which are not intended to be dedicated to the City of Farmersville for public use, such as private streets, a private recreation facility, landscaped entry features, floodplains and drainage easements or other private amenities. The Homeowners Association shall also be responsible for the maintenance of all landscaping, buffering, screening, irrigation and associated improvements adjacent to residential subdivisions along public thoroughfares. The City is not responsible for enforcing deed restrictions or protective covenants.

#### **4.3.2 REQUIRED PLANS AND DOCUMENTS**

The City may require the following:

- 1) Plans and illustrations of the proposed amenities and/or common areas;
- 2) Cost estimates of construction, maintenance and operating expenses;
- 3) Association documents, deed restrictions, contracts and agreements pertaining to the amenities and/or common areas; and
- 4) Provision of surety as required for maintenance and other expenses related to the amenities and/or common areas.

#### **4.3.3 APPROVAL REQUIRED**

All amenities to be placed on land dedicated to the City, or involving the potential use of public funds for maintenance and operation shall require City Council approval prior to approval of the final plat. The City Council may deny any such amenity at its sole discretion.

#### **4.3.4 COMPLETION**

All amenities and/or common areas must be completed and in place prior to the City Engineer accepting the public improvements and prior to the final release of a Certificate of Occupancy and occupying of residential structures.

#### **4.3.5 ESTABLISHMENT**

Documents establishing the property owners' association shall be submitted to the city for review by the City Attorney for conformance with this and other applicable ordinances prior to the approval of a final plat. The documents shall specify:

- 1) That the membership in the association is mandatory for all owners of property within the subdivision;
- 2) All association responsibilities and property interests;
- 3) By-laws related to the governance of the association;
- 4) Covenants for maintenance assessments which run with the land;
- 5) Responsibility for liability insurance and local taxes;
- 6) Authority for the association to secure funds from its members sufficient to meet its responsibilities. This authority shall include the ability to collect dues, to increase dues, charge special assessments and place liens against property for failing to pay dues and assessments;
- 7) A requirement that the association shall provide and maintain contact information with the City Secretary's office;
- 8) The right of immediate access to common areas at all times for any governmental authority or agency, including but not limited to the City and the county, their agents and employees if necessary for the preservation of public health, safety and welfare;

- 9) A prohibition on amendments pertaining to the maintenance of private streets and alleys, amenities and/or common areas and related assessments without the written consent of the City Council;
- 10) A requirement that prohibits dissolution of the association without the prior written consent of the City Council; and
- 11) Other city requirements as applicable.

#### **4.3.6 MAINTENANCE RESERVE FUND**

Prior to the transfer of the association to the lot owners, the developer must provide a reserve fund equivalent to one (1) years dues based on full association membership.

#### **4.3.7 PROPERTY ASSOCIATION ACTIVATION**

Concurrent with the transfer of the association the developer must transfer to the association control over all utilities related to the property and amenities and/or storm water controls to be owned by the association. The developer must also disclose to the association the total cost to date related to the operation and maintenance of common property and amenities.



## **Section 5 REQUIREMENTS FOR COMPLETION, ACCEPTANCE AND MAINTENANCE OF IMPROVEMENTS**

### **5.1 IMPROVEMENTS IN GENERAL**

#### **5.1.1 GENERAL REQUIREMENTS**

The requirements of the Subdivision Ordinance as set forth below are designed and intended to ensure that, for all subdivisions of land within the scope of the Subdivision Ordinance, all improvements required herein are installed properly and:

- 1) The City can provide for the orderly and economical extension of public facilities and services;
- 2) All purchasers of property within the subdivision shall have a usable, buildable parcel of land; and
- 3) All required improvements are constructed in accordance with City standards.

#### **5.1.2 COMPLIANCE WITH ADEQUATE PUBLIC FACILITIES POLICY**

No subdivision shall be approved unless and until adequate public facilities exist or provision has been made for water facilities, wastewater facilities, drainage facilities, electricity and street facilities which are necessary to serve the development proposed, whether or not such facilities are to be located within the property being platted or off-site, as required by the Adequate Public Facilities policy in Section 3.1. Wherever the subject property abuts adjoining undeveloped land, or wherever required by the City to serve the public good, utilities shall be extended to adjacent property lines to allow connection of these utilities by adjacent property owners when such adjacent property is platted and/or developed.

#### **5.1.3 REQUIRED PUBLIC IMPROVEMENTS**

Public improvements that are required by the City of Farmersville for the acceptance of the subdivision by the City shall include, but are not limited to, the following:

- 1) Water and wastewater facilities;
- 2) Storm water drainage, collection and conveyance facilities;
- 3) Water quality, erosion and sedimentation controls;
- 4) Streets;
- 5) Street lights;
- 6) Street signs;
- 7) Alleys;
- 8) Sidewalks;
- 9) Screening and/or retaining walls;
- 10) Traffic control devices required as part of the project;
- 11) Gas, Electric, Cable, Phone utilities installed; and

- 12) All appurtenances necessary to the above, and any other public facilities required as part of the proposed subdivision.
- 13) All applicable fees, including but not limited to water and sewer impact fees, roadway impact fees, park fees, pro rata payments, escrow funds for infrastructure, security and maintenance bonds.

#### **5.1.4 COMPLIANCE WITH STANDARDS, CODES AND ORDINANCES**

All aspects of the design and implementation of public improvements shall comply with the City's then current design standards and any other applicable City codes and ordinances, including preparation and submittal of engineering plans and construction inspection. The construction of all of the improvements required in this Ordinance shall conform to the latest edition of the City's Design Manuals and Standard Construction Details, as may be amended, and to any other applicable City standards.

#### **5.1.5 CHANGES OR AMENDMENTS TO THE DESIGN MANUALS AND STANDARD CONSTRUCTION DETAILS AND OTHER CONSTRUCTION OR DESIGN DOCUMENTS**

The Design Manuals and Standard Construction Details will, from time to time, require revisions and updates to allow for changing construction technology. When changes are required, the Design Manuals and Standard Construction Details may be amended by separate ordinance. It is the applicant's responsibility to be aware of, and to conform with, all Design Manuals and Standard Construction Details requirements (including amendments) that are in place as of the time a complete development application for a preliminary plat (including required engineering/construction plans) is received by the City.

### **5.2 WATER AND WASTEWATER REQUIREMENTS**

#### **5.2.1 GENERAL REQUIREMENTS**

No final plat shall be approved for any subdivision within the City or its extraterritorial jurisdiction until the applicant has made adequate provision for a water system and a sanitary sewer system of sufficient capacity to adequately provide service to all tracts and lots within the area to be subdivided. The design and construction of the water system and of the sanitary sewer system to serve the subdivision shall be in conformance with the City's master plans for water and wastewater facilities and with the City's Design Manuals and Standard Construction Details, and shall be approved by the City Engineer (see also Section 3.8).

#### **5.2.2 SIZE AND LOCATION**

A water system with mains of sufficient size and having a sufficient number of outlets to furnish adequate and safe domestic water supply and to furnish fire protection to all lots shall be provided. Water lines shall extend to the property line to allow future connections into adjacent undeveloped property, and a box for the water meter(s) for each lot shall be installed either in the right-of-way or immediately adjacent to the right-of-way in an easement. Services for utilities shall be made available to the property line of

each lot in such a manner as will minimize the necessity for disturbing the street pavement and drainage structures when connections are made.

### **5.2.3 FIRE PROTECTION**

Fire protection shall be provided in accordance with Section 3.8 of this Ordinance, the City's Design Manuals and Standard Construction Details Manual, and any other City policy or ordinance pertaining to fire protection or suppression. The Fire Chief shall have the authority to approve the locations and placement of all fire hydrants and fire lanes and he or she may, at his or her discretion, modify fire hydrant spacing or fire lane placement based upon special design or distance circumstances.

## **5.3 STORM DRAINAGE AND WATER QUALITY CONTROLS**

### **5.3.1 ADEQUACY OF SYSTEM**

An adequate storm sewer system consisting of inlets, pipes and other underground structures with approved outlets shall be constructed where runoff of storm water and the prevention of erosion cannot be accomplished satisfactorily by surface drainage facilities. Areas subject to flood conditions or inadvertent storm water retention, such as standing or pooling water, as determined by the City Engineer, will not be considered for development until adequate drainage has been provided.

### **5.3.2 DESIGN CRITERIA**

The criteria for use in designing storm sewers, culverts, bridges, drainage channels, and drainage facilities shall conform to Section 3.9 of this Ordinance. In no case shall drainage areas be diverted artificially to adjacent properties or across roadways. Storm water drainage from one lot onto another shall not be allowed unless such does not pose any harm or inconvenience to the downstream property owner(s), unless specifically approved by the City Engineer, and unless the necessary off-site drainage easement is procured on and across the affected property(s).

### **5.3.3 DEVELOPER'S MAINTENANCE RESPONSIBILITIES**

The developer shall ensure that all drainage improvements within public easements or rights-of-way are functioning properly prior to the expiration of the maintenance bond. The developer shall be responsible for removing any significant build-up of sediment or debris from drainage improvements, with the exception of backyard and side yard drainage swales, at the eleventh month of the second year for the required two-year maintenance bond for the applicable facilities. The City shall inspect the improvements to determine any maintenance or correction of deficiencies at the conclusion of this period.

## **5.4 WITHHOLDING CITY SERVICES AND IMPROVEMENTS UNTIL ACCEPTANCE**

### **5.4.1 DEDICATION AND ACCEPTANCE REQUIRED**

The City hereby defines its policy to be that the City will withhold all City services and improvements of whatsoever nature, including the maintenance of streets and the furnishing of all other City services from

any subdivision or property until all of the street, utility, storm drainage and other public improvements, as well as lot improvements such as retaining walls and grading and installation of improvements required for proper lot drainage and prevention of soil erosion on the individual residential lots, are properly constructed according to the approved engineering plans and to City standards, and until such public improvements are dedicated to and accepted by the City.

## **5.5 GUARANTEE OF PUBLIC IMPROVEMENTS**

### **5.5.1 PROPERTY OWNERS GUARANTEE**

Before accepting for filing the final plat of a subdivision located entirely or partially within the City's corporate limits or its extraterritorial jurisdiction, the City Council must be satisfied that all required public improvements have been (or will be) constructed in accordance with the approved engineering plans and with the requirements of this Ordinance as well as the City's Thoroughfare Plan, master plans for water and wastewater facilities, Design Manuals and Standard Construction Details and other applicable development ordinances.

### **5.5.2 FACILITIES AGREEMENT AND GUARANTEE**

A developer shall be required to enter into an agreement with the City which shall govern his subdivision if there are pro rata payments, city participation in cost, escrow deposits or other future considerations, other nonstandard development regulations or if all public improvements required to be dedicated to the City will be not completed prior to acceptance of the final plat for filing, or filing the record plat, minor plat, or final plat in the county records. This agreement shall be based upon the requirements of this chapter; and shall provide the City with specific authority to complete the improvements required in the agreement in the event of default by the developer, and to recover the full legal costs of such measures. The City may subordinate its facilities agreement to the prime lender if provided for in said agreement.

The facilities agreement shall be a legally binding agreement between the City and the developer specifying the individual and joint responsibilities of both the City and the developer. Unusual circumstances relating to the subdivision shall be considered in the facilities agreement, such that the purpose of this chapter is best served for each particular subdivision. The developer shall include in such an agreement a hold harmless and indemnity clause agreeing to hold the City harmless against any claim arising out of the developer's subdivision of the property or any actions taken therein.

In the event of a disagreement between the developer and the City Manager or the City Engineer concerning stipulations of the facilities agreement, the City Council shall review said stipulations and make recommendation for resolving the disagreement.

The developer shall have a continuing responsibility under this facilities agreement after the filing of the record plat, minor plat, or final plat until all facilities and improvements required under this facilities agreement have been completed. It is the Council's intent that the facilities agreement shall place the City in the same position that it would occupy had the required adequate public facilities been designed, constructed and accepted by the City prior to recording the plat for the subdivision in question. When the construction of required improvements has proceeded to the point that certain parts of the

subdivision are adequately served, the City Engineer may release specified portions of the subdivision for use prior to the completion of all improvements, unless the release of such improvements will jeopardize or hinder the continued construction of required improvements. Any facilities agreement shall remain in force for all portions of the subdivision for which a release has not been executed.

The City Council may determine the duration of the facilities agreement. The City Council may also require the property owner to complete or dedicate some of the required public improvements prior to acceptance of the final plat, and to enter into a facilities agreement for completion of the remainder of the required improvements. The facilities agreement shall also contain such other terms and conditions as are agreed to by the property owner and the City.

#### **5.5.3 IMPROVEMENT AGREEMENT REQUIRED FOR OVERSIZE REIMBURSEMENT**

The City shall require a facilities agreement pertaining to any public improvement for which the developer shall request reimbursement from the City for oversize costs. The City Council, as it deems appropriate, has the authority to authorize the approval of such agreement as meeting the requirements of the City, and the City shall not withhold approval as a means of avoiding compensation due under the terms of this Ordinance.

#### **5.5.4 SECURITY**

Whenever the City permits an applicant to enter into a facilities agreement, it shall require the applicant to provide sufficient security, covering the completion of the public improvements. The security shall be in the form of cash escrow or, where authorized by the City, a performance bond or an irrevocable letter of credit or other security acceptable to the City Manager and the City Attorney, as security for the promises contained in the improvement agreement. Security shall be in an amount equal to one hundred twenty percent (120%) of the estimated cost of completion of the required public improvements and lot improvements. The issuer of any surety bond and irrevocable letter of credit shall be subject to the approval of the City Manager and the City Attorney.

#### **5.5.5 PERFORMANCE BOND**

If the City Council authorizes the applicant to post a performance bond as security for its promises contained in the improvement agreement, the performance bond shall comply with the following requirements:

- 1) All performance bonds must be in the forms acceptable to the City Manager and the City Attorney;
- 2) All performance bonds must be executed by such sureties as are named in the current list of "Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies", as published in Circular 570, as may be amended, by the Financial Management Service, Surety Bond Branch, U.S. Department of the Treasury;
- 3) All performance bonds must be signed by an agent, and must be accompanied by a certified copy of the authority for him or her to act;

- 4) All performance bonds shall be obtained from surety or insurance companies that are duly licensed or authorized in the State of Texas to issue performance bonds for the limits and coverage required.

If the surety on any performance bond furnished by the applicant is declared bankrupt, or becomes insolvent, or its right to do business is terminated in the State of Texas, or the surety ceases to meet the requirements listed in Circular 570, the developer shall, within twenty (20) calendar days thereafter, substitute another performance bond and surety, both of which must meet the foregoing requirements and be acceptable to the City.

#### **5.5.6 IRREVOCABLE LETTER OF CREDIT**

If the City Council authorizes the applicant to post a letter of credit as security for its promises contained in the improvement agreement, the letter of credit shall:

- 1) Be irrevocable;
- 2) Be for a term sufficient to cover the completion, maintenance and warranty periods, but in no event less than two (2) successive one year terms;
- 3) Require only that the City present the issuer with a sight draft and a certificate signed by an authorized representative of the City certifying to the City's right to draw funds under the letter of credit; and
- 4) Be issued by a financial institution that allows presentment in person by the City within the physical area covered by the North Central Texas Council of Governments.

#### **5.5.7 PARTIAL REDUCTION IN SECURITY**

As portions of the public improvements are completed in accordance with the Design Manuals and Standard Construction Details and the approved engineering plans, the applicant may make written application to the City Manager to reduce the amount of the original security. If the City Manager is satisfied that such portion of the improvements has been completed in accordance with City standards, he or she may, but is not required to, cause the amount of the security to be reduced by such amount that he or she deems appropriate, so that the remaining amount of the security adequately insures the completion of the remaining public improvements.

#### **5.5.8 GUARANTEE**

The developer shall guarantee all public improvements free of defects for a two (2) year period from the date of acceptance of said improvements by the City. Upon acceptance by the City of all required public improvements, the City shall reimburse 100% of the security if the applicant is not in breach of the facilities agreement.

## **5.6 TEMPORARY IMPROVEMENTS**

The applicant shall build and pay for all costs of temporary improvements required by the City, and shall maintain those temporary improvements for the period specified by the City. Prior to construction of any temporary facility or improvement, the applicant shall file with the City a separate facilities agreement and escrow or, where authorized, an irrevocable letter of credit, in an appropriate amount for temporary facilities, which agreement and escrow or letter of credit shall ensure that the temporary facilities will be properly constructed, maintained and timely removed.

## **5.7 FAILURE TO COMPLETE IMPROVEMENTS**

For plats for which no facilities agreement has been executed and no security has been posted, if the public improvements are not completed within the period specified by the City, the plat approvals shall be deemed to have expired. In those cases where a facilities agreement has been executed and security has been posted, and the required public improvements have not been installed within the terms of the agreement, the City may:

- 1) Declare the agreement to be in default and require that all the public improvements be installed regardless of the extent of completion of the development at the time the agreement is declared to be in default;
- 2) Suspend final plat approval until the public improvements are completed, and may record a document to that effect for the purpose of public notice;
- 3) Obtain funds under the security and complete the public improvements itself or through a third party;
- 4) Assign its right to receive funds under the security to any third party, including a subsequent owner of the subdivision for which public improvements were not constructed, in whole or in part, in exchange for that subsequent owner's promise to complete the public improvements on the property as reflected in a facilities agreement with the subsequent owner; or
- 5) Exercise any other rights or remedies available under the law.

## **5.8 ACCEPTANCE OF DEDICATION OFFERS**

Acceptance of formal offers for the dedication of streets, public areas, easements or parks shall be by authorization of the City Manager. The approval by the City Council of a preliminary or final plat shall not, in and of itself, be deemed to constitute or imply the acceptance by the City of any street, public area, easement or park shown on the plat. The City may require the plat to be endorsed with appropriate notes to this effect.

## **5.9 MAINTENANCE AND GUARANTEE OF PUBLIC IMPROVEMENTS**

### **5.9.1 TWO (2) YEAR MAINTENANCE PERIOD**

The property owner shall maintain all required public improvements for a period of two (2) years following acceptance of the subdivision by the City, and shall also provide a two-year maintenance bond (warranty) that all public improvements will be free from defects for a period of two (2) years following such acceptance by the City.

## **5.10 CONSTRUCTION PROCEDURES**

### **5.10.1 SITE DEVELOPMENT PERMIT**

A site development permit is required from the City prior to beginning any site development-related work in the City or its extraterritorial jurisdiction which affects erosion control, storm drainage, vegetation or tree removal, or a flood plain.

### **5.10.2 PRECONSTRUCTION CONFERENCE**

The City shall require that all contractors participating in the construction meet for a preconstruction conference to discuss the project prior to release of a grading permit and before any filling, excavation, clearing or removal of vegetation and trees that are larger than six (6) caliper inches in diameter. All contractors shall be familiar with and shall conform to applicable provisions of the City's landscape ordinance (Farmersville Zoning Ordinance).

### **5.10.3 CONDITIONS PRIOR TO AUTHORIZATION**

Prior to authorizing release of a site development permit, the City Engineer shall be satisfied that the following conditions have been met:

- 1) The preliminary plat has been approved by the City Council (and any conditions of such approval have been satisfied);
- 2) All required engineering documents are completed and approved by the City Engineer;
- 3) All necessary off-site easements and dedications required for City-maintained facilities and not shown on the plat must be conveyed solely to the City, such as by filing of a separate instrument, with the proper signatures affixed. The original of the documents and the appropriate fees for filing the documents meeting Collin or Hunt County requirements, and the City's submission guidelines, as may be amended from time to time shall be returned to the City prior to approval and release of the engineering plans by the City Engineer;
- 4) All contractors participating in the construction shall be presented with a set of approved plans bearing the stamp of release of the City Engineer, and at least one set of these plans shall remain on the job site at all times;



- 5) A complete list of the contractors, their representatives on the site, and telephone numbers where a responsible party may be reached at all times must be submitted to the City; and
- 6) All applicable fees must be paid to the City.

#### **5.10.4 NON-POINT SOURCE POLLUTION CONTROLS AND TREE PROTECTION**

All non-point source pollution controls, erosion controls, and tree protection measures and devices shall be in place, to the City Engineers satisfaction, prior to commencement of construction on any property.

### **5.11 INSPECTION AND ACCEPTANCE OF PUBLIC IMPROVEMENTS**

#### **5.11.1 GENERAL PROCEDURE**

Construction inspection shall be supervised by the City Engineer. Construction shall be in accordance with the approved engineering plans and the Design Manuals and Standard Construction Details of the City of Farmersville (and all other applicable codes and ordinances). Any change in design that is required during construction should be made by the licensed professional engineer whose seal and signature are shown on the plans. Another engineer may make revisions to the original engineering plans if so authorized by the owner of the plans, and if those revisions are noted on the plans or documents and signed and sealed by the subsequent engineer(s). All revisions shall be approved by the City Engineer. If the City Engineer finds, upon inspection, that any of the required public improvements have not been constructed in accordance with the City's standards and Design Manuals and Standard Construction Details, then the property owner shall be responsible for completing and correcting the deficiencies such that they are brought into conformance with the then applicable standards.

#### **5.11.2 LETTER OF SATISFACTORY COMPLETION**

The City will not deem required public improvements satisfactorily completed until the applicant's engineer and surveyor have certified to the City Engineer, through submission of detailed sealed "as-built", or record, drawings of the property which indicate all public improvements and their locations, dimensions, materials and other information required by the City Engineer, and until all required public improvements have been completed. The "as-builts" shall also include a complete set of sealed record drawings of the paving, drainage, water, sanitary sewer and other public improvements, showing that the layout of the lines and grades of all public improvements are in accordance with the engineering plans for the plat, and showing all changes made in the plans during construction, and containing on each sheet an "as-built" stamp bearing the signature and seal of the licensed professional engineer and the date. One reproducible drawing of the utility plan sheets containing the as-built information shall also be submitted. The engineer or surveyor shall also furnish the City with a copy of the approved final plat and the engineering plans in a digital format that is compatible with the City Engineer's CADD system. When such requirements have been met to the City Engineers satisfaction, the City Manager shall thereafter make a recommendation to the City Council for consideration of satisfactory completion of the public improvements. Once the City Council votes its approval of satisfactory completion, the City Engineer shall issue the Letter of Satisfactory Completion.

Acceptance of the development shall mean that the developer has transferred all rights to all the public improvements to the City for use and maintenance. The City Council may, at its option, accept dedication of a portion of the required public improvements if the remaining public improvements are not immediately required for health and safety reasons, and if the property owner has posted a performance bond, irrevocable letter of credit or cash bond in the amount of one hundred twenty percent (120%) of the estimated cost of those remaining improvements for a length of time to be determined by the City Council. If the value of the remaining public improvements is greater than ten thousand dollars (\$10,000.00) and are not completed within the determined length of time, the City will impose a penalty that equals ten percent (10%) of the performance bond, letter of credit, or cash bond. The obligation to complete the improvements remains with the developer, and all future building permits or certificates of occupancy will be withheld until the improvements are complete. If the remaining public improvements are less than ten thousand dollars (\$10,000.00) in value, the developer shall pay the actual dollar amount. The length of time may be extended due to inclement weather or unforeseen delays by mutual agreement between the developer and the City.

Upon acceptance of the required public improvements, the City Engineer shall submit a certificate to the developer stating that all required public improvements have been satisfactorily completed.

## **5.12 DEFERRAL OF REQUIRED IMPROVEMENTS**

### **5.12.1 APPROVAL REQUIRED**

The City Council may, upon petition of the property owner and favorable recommendation of the City Engineer, defer at the time of plat approval, subject to appropriate conditions, the provision of any or all public improvements as, in its judgment, are not required in the immediate interests of the public health, safety and general welfare.

### **5.12.2 FACILITIES AGREEMENT**

Whenever a petition to defer the construction of any public improvements required under this Ordinance is granted by the City Council, the property owner shall execute a facilities agreement in accordance with the preceding provisions in this chapter regarding facilities agreements.

## **5.13 ISSUANCE OF BUILDING PERMITS AND CERTIFICATES OF OCCUPANCY**

### **5.13.1 GENERAL REQUIREMENTS**

No building permit shall be issued for a lot, building site, building or use of a lot or building unless the lot or building site has been officially recorded by a final plat approved by the City Council, and unless all public improvements, as required by this Ordinance for final plat approval have been completed.

## Section 6 PARTICIPATION AND ESCROW

### 6.1 PARTICIPATION POLICIES

#### 6.1.1 CITY'S SHARE OF IMPROVEMENT COSTS

The city shall participate in the costs of public improvements which are not for the primary benefit of the development and which have been oversized to serve other developments only to the extent and according to the standards and requirements of the Design Manuals and Construction Standards and of the requirement of the Texas Local Government Code. All city participation is subject to a Development Agreement entered into between the City and the owner.

#### 6.1.2 OWNER'S RESPONSIBILITY

The property owner shall be responsible for the entire costs of designing and installing all public improvements which primarily serve the subdivision or addition. Facilities required by these regulations shall be considered as primarily serving the subdivision or addition unless otherwise determined by the city.

#### 6.1.3 OVERSIZED OR OFFSITE IMPROVEMENT

The property owner shall also be responsible for its share of the costs of oversized or offsite public improvements needed to assure adequacy of public facilities and services for the addition or subdivision, subject to participation and escrow policies contained in this article. The property owner shall be responsible for extending streets, water, sewer or drainage facilities offsite to his property as required by the Commission and/or required to ensure adequacy of public facilities.

#### 6.1.4 PRO RATA

Should the subdivision or addition abut an existing water or sanitary sewer line installed by someone other than the city, the owner shall pay to the city a "Developers Liability" charge to be refunded to the original installer of the line, as prescribed by the Pro Rata ordinance of the city.

#### 6.1.5 LIFT STATIONS

Should a lift station, either temporary or permanent, be necessary to provide a sanitary sewer service to the subdivision or addition, the property owner shall construct the station and all appurtenances, at his own expense. If and when the lift station is no longer needed, the installation will, unless other provisions are made, remain the property of the City of Farmersville for reuse or disposal. A "Developers Liability" charge for such lift stations and appurtenances may be established as prescribed in the ProRata Ordinance of the city.

#### 6.1.6 LIMITATIONS AND EXCEPTIONS

The city shall not participate in the following costs:

- 1) Those portions of the costs of any public improvements not expressly authorized by the Design Manuals and Construction Standards.
- 2) Costs of clearing and grubbing for streets and thoroughfares.
- 3) Costs of constructing streets build wider than called for in the Thoroughfare Plan.
- 4) Costs of lights, decorative finishes or other similar expenses, unless required by the City Engineer.
- 5) Costs of pipe or box culverts, headwalls (regardless of size), or the costs of retention/detention ponds or slope protection.
- 6) Costs of detours, pavement transitions and cross-overs.
- 7) Costs of relocating or adjusting private utility company facilities.
- 8) Costs of underground box culverts not require by the City.

## 6.2 ESCROW POLICIES AND PROCEDURES.

### 6.2.1 REQUEST FOR ESCROW

Whenever this Ordinance requires a property owner to construct a street or thoroughfare, or other type of public improvement, the property owner may, if there exists unusual circumstances, such as a timing issue due to pending roadway improvements by another agency such as TxDOT or Collin or Hunt County, that would present undue hardships or that would impede public infrastructure coordination or timing, petition the City to construct the street or thoroughfare, usually at a later date, in exchange for deposit of escrow as established in this Section. If more than one street or thoroughfare must be constructed to meet adequacy requirements for roadways, as demonstrated by a traffic impact analysis, the City Engineer may prioritize roadways for which escrow is to be accepted and require the deposit of all funds attributable to the development in escrow accounts for one or more of such affected roadways. The City Council shall review the particular circumstances involved (a traffic impact analysis may be required to facilitate the City Councils deliberations on the matter), and shall determine, at its sole discretion, whether or not provision of escrow deposits will be acceptable in lieu of the property owner's construction of the street or thoroughfare with his or her development.

### 6.2.2 ESCROW DEPOSIT WITH THE CITY

Whenever the City shall agree to accept escrow deposits in lieu of construction by the owner of the property under this Ordinance, the property owner or developer shall deposit in escrow with the City an amount equal to one hundred twenty percent (120%) of the costs of design, construction, permits, reviews and approvals, inspections, insurance, payment and performance bonds, maintenance bonds, and any additional land acquisition costs. Such amount shall be paid prior to release of the engineering plans by the City Engineer. The property owner and the property owner's transferees, successors and assigns shall be jointly and severally liable or responsible to the City for any and all costs related to the design and construction of the required roadway or public improvement that exceed the amount escrowed.

### 6.2.3 DETERMINATION OF ESCROW AMOUNT

The amount of the escrow shall be determined by using the maximum comparable turnkey bid price of construction of the improvements (including design, permits, reviews and approvals, inspections and any additional land acquisition that may be needed). Such determination of the escrow amount shall be made as of the time the escrow is due hereunder.

### 6.2.4 TERMINATION OF ESCROW

Escrows which have been placed with the City under this Section or in accordance with previously approved street improvement policies, and which have been held for a period of twenty (20) years from the date of such payment or agreement, in the event that the City has not authorized the preparation of plans and specifications for construction of such roadway facilities for which the escrow was made, shall, upon written request, be returned to the current property owner, with any accrued interest. Such return does not remove any obligations of the property owner for construction of the required facilities if a building permit has not been issued on the subject lot or if a new application for a building permit is filed.

### 6.2.5 REFUND

If any street or highway for which escrow is deposited is constructed by a party other than the City, or is reconstructed by another governmental authority at no cost to the City, the escrowed funds and accrued interest shall be refunded to the current property owner or applicant who originally paid the escrow amount after completion and acceptance of the public improvements. In the event that a portion of the cost is borne by the City and the other portion of the cost by another party or governmental authority, the difference between the property owner's actual proportionate cost and the escrowed funds, including accrued interest, if any, shall be refunded after completion and acceptance of the improvements.

### 6.2.6 INTEREST LIMITATION

If money is refunded within six (6) months of deposit, only the principal will be refunded. Monies returned after this date will be refunded with interest accrued, calculated at one percent (1%) less than the rate of actual earnings. Existing funds, collected for previous subdivision development such as Perimeter Street funds, shall be refunded as stated in Subsection 6.2.4 above, principle and earned interest.

### 6.2.7 AGREEMENT REQUIREMENTS

An agreement and escrow of funds pursuant to this Section shall meet all of the requirements regarding a facilities agreement as set forth in Section 5.12.2.